

Minutes - Statewide Transportation Planning Meeting

October 17, 2018

Kentucky Transportation Cabinet
Frankfort, Kentucky

Facilitator: Deanna Mills

Scribe: Steve De Witte

- SHIFT 2020 and CHAF – **Eileen Vaughan, P.E.**, SHIFT 2020 Program Manager, KYTC Division of Planning, **Maridely Loyselle, P.E.**, CHAF Program Manager, KYTC Division of Planning, **Anthony Norman, P.E.**, State Highway Engineer's Office Special Assignment (Power Point Presentation)
 - Q: Why are we spending so much time drawing out improvements for non-new routes? We would not necessarily know a roundabout would be the solution, for example.
 - Follow up: Highway Plan says we need to address deficiencies, but we do not yet know what roads would be affected.
 - Follow up: We should let the process determine what alignment should be but not decide that in the planning stage.
 - Answer: Drawing in CHAF is for what you know. If you know you are going to use a roundabout, draw that. If you know you will be designing a new alignment, draw that so we can get the supporting data. This is like PIF with improvements beyond assigning it to new routes. If you have a preferred alternative from Phase I design, draw that in. We are not asking you to design the project in CHAF during the planning phase.
 - Follow up: If it is a legacy project that has been on the shelf for a while and has a known preferred alignment, draw that in. If it is a new project, draw something in so we can get the data for scoring.
 - Q: Where does the drawing in CHAF feed into the scoring?
 - Answer: Travel Time savings and impacted routes.
 - Q: If you do not know going into the process if the project is an intersection improvement or a roundabout, how do you know what to draw in there and what will score well?
 - Answer: Draw in the intersection to start and your cost estimates.
 - Q: There is some discrepancy in the intent of the mapping tool. If you have an improvement along an existing route, you do not need to sketch the improvement. Proposed sketch is for off existing alignment solutions so modelers can show what impacts to traffic occur. This is high-level modeling – it cannot tell between signals and roundabouts. Modelers want to see if you are focusing on the south side or west side of a city for a bypass for traffic purposes. Is that fair?
 - Answer: Yes.
 - Q: Explain more of cardinal vs. non-cardinal.
 - Answer: If you draw on non-cardinal side, there will be no data. Data is only stored on cardinal route. Cardinal route is the one with -000 suffix and increasing milepoints in direction of travel.
 - Q: Does the map tool snap to the existing route?
 - Answer: It automatically snaps onto the existing lane. You can edit the milepoints as needed as the project progresses.
 - Q: Confusion with cardinal vs. non-cardinal. (On Power Point) Why is it not the cardinal route but the milepoints are increasing?
 - Answer: The example may be poor. Cardinal routing does not have anything to do with BMP and EMP on CHAF, but it is how the data is stored in the database. The data base stores data on the cardinal side of a divided highway. The non-cardinal side has increasing mile points opposite the direction of travel.

- Q: When you pull the data for CHAF does it pull existing, impacted, or both?
 - Answer: Both. The ordering is very important because it will grab data in order with impacted being grabbed last. It will examine all of them except for proposed.
- Q: Do you have to manually put in the route unique ID or is it automated?
 - Answer: It is automated.
- Q: If you have a project on the non-cardinal side how do you draw it on the map?
 - Answer: Draw in the cardinal side, then draw in the non-cardinal side. You can show where it is, but the cardinal side still has to be there.
 - Follow Up: If I am widening on the non-cardinal side what do I do?
 - Answer: Draw in the cardinal side and use the available description and comment boxes to provide context.
- Q: For clarification, cardinal direction is only for divided highways?
 - Answer: Correct.
- Title VI Training – **Jamir Davis**, Executive Director, KYTC Office of Civil Right and Small Business Development and **Vincent Thomas**, Administrative Branch Manager, KYTC Office of Civil Right and Small Business Development (Power Point Presentation)
 - Q: Many of us (MPOs) work across different states which have different requirements for their Title VI Plan. Any advice?
 - Answer: As long as everything that is required by Kentucky is in your plan, we will not make you modify to a different format. We have our own checklist; we will not hold you up over format. Some sub-recipients only produce one plan and say both states in the document where you would normally only have one.
- Environmental Issues – **Dave Harmon**, Branch Manager, KYTC Division of Environmental Analysis
 - Q: How has review time been for federal highways?
 - Answer: Reasonable. Depends on the scope. Small bridge replacement is one thing, but a major EA/FONSI is a different area of scope. However, the FHWA has been reasonable, no delays at this point. It was initially a concern, but our federal partners have come through.
- Safety Analysis in Planning – Incorporating HSM Methodologies – **Amanda Spencer, P.E.**, Director, KYTC Division of Planning, **Mikael Pelfrey, P.E.**, Corridor Planning Team Lead, KYTC Division of Planning, and **Eileen Vaughan, P.E.**, SHIFT 2020 Program Manager, KYTC Division of Planning
 - Q: What do we have in the Highway Information System (HIS) database for crash data?
 - Answer: Currently CRF.
 - Follow up: Will that change soon?
 - Answer: Within the next year, over time we will have the ability to calculate EEC in some fashion. We will have the Crash Data Analysis Tool (CDAT) and we are trying to figure out what to put in HIS.
 - Q: Any plans to use the bike/ped comfort index?
 - Answer: In safety or SHIFT? We were unaware of the index's existence.
 - Q: An MPO uses SHIFT 2018 methodology to prioritize their own projects. Does the change to HSM/EEC make their current method ineffective?
 - Answer: The methodology described is what is currently in benefit/cost component of SHIFT. These SBFs have been updated based on Kentucky-specific CMFs developed by VHB and that list will be made available.
 - Q: We should include bike/ped safety performance data because we now have access to it.

- Answer: We are very close to allowing two improvement types in SHIFT, and the main reason is to incorporate bike/ped issues.
- Q: In the Russellville Road example, there is no bike/ped improvement ratio provided, but we have access to that.
 - Answer: We will look into that.
- Q: As part of the Russellville Road study, is one of the options doing nothing? As we shift to EEC, we will come across situations where the EEC is negative. Is there impetus to do nothing because other parts of the state are worse?
 - Answer: The EECs shown might need to be updated. You can always pick an improvement that will improve safety. We don't want to call it "Potential for Crash Reduction" anymore because if you have a lot of crashes and then install a treatment which has never been done before, you can make a big difference in safety.
 - Follow up: EEC is good for network screening. If a project is already in the highway plan, we want to make a difference in safety. The goal is to be better than the Safety Performance Function.
 - Comment: We have to keep that mentality going forward.
- Q: Given the high pedestrian and bike activity on Russellville Road, should we give more weight to bike and ped safety impacts?
 - Answer: We have a CMF for converting a four-way signalized intersection to a roundabout. One of the faults is that we do not know how an improvement directly affects bike/ped. Definitely a factor to be considered by the project team. We are still in the process of developing and analyzing alternatives on this study.
- 2019 Freight Roundtable Proposal – **Jeremy Edgeworth**, Freight Coordinator, KYTC Division of Planning (Power Point Presentation)
 - Email comments to Jeremy.Edgeworth@ky.gov